

# The Hong Kong Daily Press

No. 8710

第十一百七十八號

日五十月十一年

HONGKONG, SATURDAY, NOVEMBER 21<sup>st</sup>, 1885.

六月一號

第一十二月二十英華香

PRICE \$2 PER MONTH

## SHIPPING.

**ARRIVALS.**  
November 18, SIGNAL, German steamer, 355.  
L. A. Hounds, Pahok 18th November,  
and Holow 16th, General—SIEMSEN &  
Co.

November 20, LOBNE, British steamer, 1,094,  
Hunton, Saigon 13th November, Paddy—  
CHINESE.

November 20, BENGLO, British steamer, 1,198,  
Webster, London via Antwerp, and Singa-  
pore 12th November, General—GIBB,  
LIVINGSTON & Co.

November 20, CANTON, British steamer, 1,110,  
Balmer, Wuhi 17th November, Rice—  
JARDINE, MATTHESON & Co.

November 20, PRINCE GEORGE, German steamer,  
2,394, H. P. LONDON, and Singapore 12th  
November, General—RUSSELL & Co.

November 20, ASTHORN, British steamer, 1,600,  
Brug, Liverpool 8th October, and Singa-  
pore 14th Nov., General—BUTTERFIELD &  
SWIRE.

November 20, NAMOA, British steamer, 852 Gt.  
Westoby, Foochow 17th November, Amyo  
18th and Sutow 15th, General—DOUGLAS  
LAPRAK & Co.

November 20, ASHINGTON, British steamer, 309,  
Heworth, from Whampoa, General—  
SIEMSEN & Co.

November 20, KWONG-WAI, Chinese etc., 400 J.  
W. Lowson, from Canton—CAPTAIN.

November 20, PATROCLUS, British str., 1,388,  
Thompson, Shanghai 16th November, Gen-  
eral—BUTTERFIELD & SWIRE.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
20TH NOVEMBER.

Amoy, British str., for Amoy.

Signal, German str., for Holow.

DEPARTURES.

November 20, DOUGLAS, British steamer, for  
Swatow.

November 20, FERD, German str., for Whampoa.

November 20, CANTON, British str., for Whampoa.

November 20, MALWA, British str., for Shang-  
hai.

November 20, MELTON, British str., for Canton.

November 20, WHAMPOA, British str., for Aus-  
tralia.

November 20, LA PEROUSE, French cruiser, for  
Singapore and Madagascar.

PASSENGERS.  
ARRIVED.

For LORAS, str., from Saigon—123 Chinese.

Per Signal, str., from Pakhoi, &c.—Mr. and  
Mrs. Tschin and child, and 17 Chinese.

Per Engle, str., from London, &c.—40 Chi-  
nese, 100 Sikhs, 100 Indians.

Per Prince George, str., from London, &c.—40  
Chinese from Singapore.

Per Astor, str., from Liverpool, &c.—300  
Chinese from Singapore.

Per Namoa, str., from Coast Ports—Messrs.  
Dodd and Davidson, and 87 Chinese.

Per Patroclus, str., from Shanghai—150  
Chinese.

REPORTS.

The British steamer *Benglo* reports from  
London via Antwerp, and Singapore on the 12th  
November, and had strong breeze and high sea  
throughout.

The British steamer *Astern* reports left Li-  
verpool on the 3rd Oct., and Singapore on the  
14th Nov. From Singapore to Pulo Sipapo  
moderate and equally weather; from thence to  
port strong N.E. monsoon and heavy sea  
head sea.

The British steamer *Loyce* reports left Saigon  
on the 1st November. From Cape St. James,  
to Port Moresby, and 100 miles to Pafadan to  
Pancau very strong N.E. winds, and M.N.E. winds  
and high confined coast head squalls; thence  
to port strong N.E. winds and high sea.

The British steamer *Namoa* reports left Foc-  
e on the 17th November, and experienced  
N.E. winds and cloudy weather to Amoy on the  
18th and Sutow on the 19th. From Amoy to Sutow  
and thence to port moderate N. to N.E. winds and fine weather. In  
Amoy, Sutow, and on German gambot. In Amoy  
strs. Gloucester, Dubrov, and Holow. In  
Sutow str. Saco, Struts of Gibraltar and  
Gulf of Saco.

AMOY SHIPPING.

ARRIVALS.

14. Max. British str., from Hongkong.

14. Daring, British str., from Hongkong.

15. Thale, British str., from Hongkong.

15. Annista, British str., from Tamsui.

15. Focion, British str., from Tamsui.

16. Gulf of Saco, British str., from Shanghai.

16. Faugh Balagh, German 3-m. coh., from  
Keling.

17. Holow, British str., from Shanghai.

17. Max. British str., for Shanghai.

18. Daring, British str., from Manila.

18. Dau Juan, Spanish str., for Manila.

18. Brasilia, British str., for Sutow.

18. Rambler, British r-h., for Hongkong.

18. Annista, British str., for Hongkong.

18. Thale, British str., for Sutow.

17. Focion, British str., for Tamsui.

FOOCHOW SHIPPING.

ARRIVALS.

7. Pembroke, British str., from Shanghai.

7. Nanjing, British str., from Shanghai.

7. Haiphong, British str., from Hongkong.

8. Belana, British bark, from Sutow.

9. Mer, British str., from Shanghai.

9. Dijia, Kienkuo corv., from Whampoa.

10. Douglas, British str., from Tamsui.

12. Haechin, Chinese str., from Shanghai.

NOTICE—DEPARTURES.

8. Glasgo, British str., for London.

10. Pembroke, British str., for London.

10. Haiphong, British str., for Hongkong.

11. Nanjing, British str., for Shanghai.

11. Nestor, British str., for London.

12. Douglas, British str., for Hongkong.

12. John Kirk, British str., for Shanghai.

VESSELS EXPECTED AT HONGKONG.  
(Corrected to Date.)

Florence...Cardif...June 9

Mohawk...New York...June 11

Lucie...New York...June 16

U.S.A. Lin...via Cardif...June 22

C. F. Sargent...Pemath...July 1

Great Survey...Cardif...July 18

Carondelet...Cardif...July 18

John Currie...Pemath...July 25

Hecia...Cardif...Aug. 1

Wilhelm Anton...Cardif...Aug. 18

Kyle (4)...Liverpool...Aug. 18

Alfred...Cardif...Aug. 18

Eliza...Cardif...Aug. 27

Edwin Reed...Cardif...Aug. 23

Arenco...New York...Aug. 23

Catherstone (4)...Antwerp...Aug. 31

John Kirk...Pemath...Sept. 2

Susser (4)...Cardif...Sept. 2

August...Cardif...Sept. 7

Decimus (4)...Cardif...Sept. 22

Gloster...Hamburg...Oct. 1

Strakland...London...Oct. 5

St. Nazare...London...Oct. 23

Ema...London...Oct. 23

## INTIMATIONS.

L. A. CRAWFORD & CO.

FOR SALE.

STEEL TRAVELLING TRUNKS.

STEEL BEER BOXES.

NEW FENDERS AND FIRE-IRONS.

BRASS DRAWING-ROOM ASH-PANS.

ARTISTIC TABLE HEARTHES.

NEW COAL VASES.

DECORATED TOILET SETS.

BEDROOM HOT-WATER CANS.

"RECHAUD" STOVES & KETTLES.

AGATE WARE COOKING UTENSILS.

BLACKWARE OF ALL KINDS.

ALSO

A NEW SUPPLY OF

TENNIS BATS.

L. A. CRAWFORD & CO.

HONGKONG, 13th November, 1885.

W. BREWER has just opened

A Magnificent Assortment of Hand Painted  
Christmas and New Year Cards of entirely  
new designs.

Ye Old English Greeting Cards—

Shakespeare New Year Cards in old style.

Every Girl's Own Annual; Girls' Own Annual.

Every Girl's Annual; and a quantity of New  
Illustrated Children's Books.

With the Street Waltz by Marcella.

Our Last Waltz Song—Molloy.

Boethius and Mozart Sonatas, complete.

Violin, Banjo, and Guitar Strings.

Our Dear Neighbours—Ma O'Rell.

Chop Sketches—A Collection of Parian Dolls,

A Large Assortment of Parisian Dolls.

Small Figurines.

The New Cat Head Man Cards, and a great  
variety of new designs in Menus and Ball  
Programmes.

Boxes of Imitation Cards and Envelopes.

A splendid display of Photographic Albums  
of very cheap rates.

A large variety of Imitations, Pocket Books, and other  
useful Goods.

Lovely Diaries, Smith's Diaries.

King Greenaway's Almanack.

North China Day Book.

Holidays Ladies' Indoor Shoes.

Men's Patent and Cal Shoes.

Men's Elastic Side Boots.

HONGKONG, 24th August, 1885.

NOTICE.

IS NOW OPEN

IS NOW OPEN

RULES OF THE HONGKONG  
SAVINGS BANK.

JAPAN! JAPAN! JAPAN!!

JAPAN!

JAPAN!!

JAPAN!!!

JAPAN!!

JAPAN!!!

JAPAN!!

JAPAN!!!

JAPAN!!

JAPAN!!!



the earthen embankment proposed in 1873, and the point raised by Mr. Chodwick having been referred to the Earl of Kimberley, the Consulting Engineer, he has now decided that so far as he was concerned, it would not be possible for him to recommend to the Government any embankment for the Tytan Valley that was not a stone or cement-concrete one.

This point finally decided in favour of masonry, and absolute security thus guaranteed, the following natural question arose out of the decision:

"If the proposed new dam were to be built, what would be the cost of its construction? To any height without regard to its stability, why not raise it at once by another twenty feet, and thus enable it to impound an increased volume of water, one sufficiently large to yield 19 gallons a day for a population of 125,000, to which number the increasing water consumers of Victoria are rapidly adding?" This proposition was not recommended not alone on the ground of public convenience, but also on the score of economy, since it would cost less to impound the extra height of twenty feet now than a working establishment was to be opened on the spot, than later, when all the expense of obtaining machinery from England and other expenses of installation would have to be borne again.

Accordingly after due consideration of the matter, it was decided to increase the height of the dam to 110 feet. These increased dimensions coupled with the radical change in the style of structure sent up the estimate for the dam from its original figure submitted in 1873, i.e., £24,500 to the larger sum of £29,000.

It is obvious, however, that if the colony can not afford a dam of this height at £29,000, a lower and less expensive one must be put into execution, the cost of £24,500 being available provided that the top of the structure is left sufficiently wide to admit of its being increased in height hereafter, if it should be decided to relegate to the future the realization of a complete water supply. This precaution as regards a sufficiency of width has of course been taken in respect of the fabric present on the dam.

There have been other departures from the former abridged project which explain other minor additions to the aggregate estimate of cost. The most important of these changes is the revision to the original scheme of a surface conduit running along the contours of the hills overlooking the Happy Valley and Wansai, in lieu of the cheaper, but less desirable expedient of a long underground pipe down the Wongnong and Wai Loak, and across the Tung Coose meadows, to which recourse was had in 1876 only in order to avoid initial expense.

The superiority of a surface conduit over an iron pipe is obvious. An iron pipe would melt and perish in the course of a few years, while there is no reason why the conduit should not endure for many generations. An iron pipe buried in the earth is incapable of carrying the same pressure as a leaden one, and the winding along the surface of the ground is able to convert into tributaries all the mountain streams that cross its path, and thus to augment the supply by way-side feeders. There is an additional advantage special to the conduit, which is that, case of a break-down at the outlet works in Tytan, or in the event of any temporary stoppage for repairs—most serious damage could be avoided in the case of emergency by simply turning on the main supply and their contents retained or checked out by means of stop-planks or water-gates, until the main supply is reopened from the fountain head.

The foregoing modifications of design all tend to the ultimate efficiency of these water-works when completed, account in the main for the increased cost, but there have been also, though of course to a much less extent, other contributory factors, and cause of a good deal of actual over-estimated expenditure due to modifications in the design, but which it is now the least necessary to set forth in these pages without reserve.

The preliminary estimate for the construction of the Tytan tunnel was an approximate estimate which allowed a margin for the uncertainties and difficulties that attend, more or less, all engineering work, but that estimate did not allow any margin for unanticipated sources of expense that arise in the course of actual presence of sickness on the works. Almost from the beginning, the disease known as Hongkong fever has haunted both tunnels with unmitting persistence. It has exercised a most baneful influence upon the cost of the work, in the loss of men's time, in the enforced absence of foremen and engineers, for prolonged periods, in the continual change of plans, and in the adoption of various economies to meet the cost of actual over-estimated expenditure due to modifications in the design, but which it is now the least necessary to set forth in these pages without reserve.

The Governor's desire to have my opinion as to whether the estimate of the Surveyor-General of the cost of the water-works at £16,400,000, was reasonable, and that estimate did not allow any margin for unanticipated sources of expense that arise in the course of actual presence of sickness on the works. Almost from the beginning, the disease known as Hongkong fever has haunted both tunnels with unmitting persistence. It has exercised a most baneful influence upon the cost of the work, in the loss of men's time, in the enforced absence of foremen and engineers, for prolonged periods, in the continual change of plans, and in the adoption of various economies to meet the cost of actual over-estimated expenditure due to modifications in the design, but which it is now the least necessary to set forth in these pages without reserve.

The health of the men has of course been the object of due care and attention on the part of the Government, and every precaution has been taken to provide for the mitigation of the evil. The loss, however, seems to bear to be one inseparable from the introduction of freshly opened granite. To these difficulties the men must needs be daily exposed, and there is nothing for it therefore but to endure them and make the best of them with that fortitude which both officers and men have shown themselves so eminently to possess. This is the last effort that I can make to pay to their mettle, to record here my appreciation of the unflinching courage and personal sacrifice and self-sacrifice with which, though wasted and physically depressed by sickness, they have toiled on night and day, in the fall of their arduous task and I should hope that upon the completion of the work, the Colony would recognize these services as they deserve.

In connection with the tunnel there has also been another item of expense amounting to about £24,000, due to no modification of design nor in any way previously calculated upon. This unforeseen item is the cost of the necessary machinery to remove rock and heavier stones. The machine sent out from England with which the work was begun proved after a year's trial of insufficient ability to traverse the extremely unfavorable texture of granite met with. The progress made did not average more than twenty-eight feet of tunnel per week, and as day by day the headings advanced and the work increased, the power of the prime engines at the initial months of the work, a diminution was observed in the compressed air supplied, as to make it evident that before many months the motive power must fail. But the subsequent arrangements made and new machines imported now enable a steady progress of forty feet of tunnel to be made per week, and there is reason why this rate of speed should not be maintained until the completion of the work.

Thus boring by machinery is a branch of science that is only just now to have emerged from its rudimentary stage. It was with great difficulty that I was able to obtain any practical information at all on this class of work when I was in England three years ago, and the meagre statistics finally proffered were not so satisfactory as to relieve from doubt the question as to the best type of machine to be used, and its attendant cost in boring through different kinds of rock. I have, however, the type of pneumatic machine selected for Tytan was a wise selection, but the point on which experience was wanting at the moment—the whole subject being new to the profession—was whether the different sizes of this type of machine were fully up to their advertised capabilities. In practice it subsequently turned out that the smaller and less expensive machine selected was not strong enough to cope with the work, and that the larger size of machine since procured was exactly what was required.

With these remarks I now close this brief review of the history of the ups and downs of the original estimate of cost of the Tytan water-works which began with £23,000, and now stands at £216,500, prorated the whole scheme as far as it goes. It is difficult to say, provided it is carried up to the date in full height of one hundred and ten feet.

In connection with all estimates of works of any considerable magnitude, subject to alterations and fluctuations as difficulties present themselves, it is not possible to pin the engineer down to a definite and fixed sum. Preliminary estimates can be taken subject only to certain limits of deviation to allow for unforeseen contingencies. In engineering works this margin is usually fixed at ten per cent. of the final calculated cost and this is the test limit that should

be allowed for the Tytan works, always provided that we have no mere cosmetic changes of design.

At this late stage I had thought we had reached a period of the works when modifications of design would no longer play any part in altering our figures, but quite recently, a valuable letter of advice has been received from the Consulting Engineer in England, concerning a more generous use of Portland cement implies of course a larger expenditure under this head, but it has not been possible to estimate the cost of the addition of the value of the increased cement involved in the proportion so that I am compelled to defer my report on this point to a future opportunity. I may, however, briefly state here that as far as I am able to see, the additional cost would not be so great as to make it prohibitive, but that additional cost would of course be less or greater in accordance with the height to which the dam is increased.

Before finally leaving the question of Tytan works, the disbursements under which service amount as far as £428,000, it is only right to state that these works have been prosecuted up to date with due regard to the most stringent economy in every branch and detail. The work may be rough, but it is solid and it will last.

In spite of climatic and other adverse conditions, it cost considerably to complete the foundation of the dam, and the cost of the masonry, which is of a similar character to that in Hong Kong, where facilities are much greater for the realization of undertakings of this kind than in Hong Kong. It is said that comparisons are odious, but the dam is sufficiently wide to admit of its being increased in height hereafter, if it should be decided to relegate to the future the realization of a complete water supply. This precaution as regards a sufficient width has of course been taken in respect of the fabric present on the dam.

There have been other departures from the former abridged project which explain other minor additions to the aggregate estimate of cost. The most important of these changes is the revision to the original scheme of a surface conduit running along the contours of the hills overlooking the Happy Valley and Wansai, in lieu of the cheaper, but less desirable expedient of a long underground pipe down the Wongnong and Wai Loak, and across the Tung Coose meadows, to which recourse was had in 1876 only in order to avoid initial expense.

The superiority of a surface conduit over an iron pipe is obvious. An iron pipe would melt and perish in the course of a few years, while there is no reason why the conduit should not endure for many generations. An iron pipe buried in the earth is incapable of carrying the same pressure as a leaden one, and the winding along the surface of the ground is able to convert into tributaries all the mountain streams that cross its path, and thus to augment the supply by way-side feeders. There is an additional advantage special to the conduit, which is that, case of a break-down at the outlet works in Tytan, or in the event of any temporary stoppage for repairs—most serious damage could be avoided in the case of emergency by simply turning on the main supply and their contents retained or checked out by means of stop-planks or water-gates, until the main supply is reopened from the fountain head.

The foregoing modifications of design all tend to the ultimate efficiency of these water-works when completed, account in the main for the increased cost, but there have been also, though of course to a much less extent, other contributory factors, and cause of a good deal of actual over-estimated expenditure due to modifications in the design, but which it is now the least necessary to set forth in these pages without reserve.

The Governor's desire to have my opinion as to whether the estimate of the Surveyor-

General of the cost of the water-works at £16,400,000, was reasonable, and that estimate did not allow any margin for unanticipated sources of expense that arise in the course of actual presence of sickness on the works. Almost from the beginning, the disease known as Hongkong fever has haunted both tunnels with unmitting persistence. It has exercised a most baneful influence upon the cost of the work, in the loss of men's time, in the enforced absence of foremen and engineers, for prolonged periods, in the continual change of plans, and in the adoption of various economies to meet the cost of actual over-estimated expenditure due to modifications in the design, but which it is now the least necessary to set forth in these pages without reserve.

The health of the men has of course been the object of due care and attention on the part of the Government, and every precaution has been taken to provide for the mitigation of the evil. The loss, however, seems to bear to be one inseparable from the introduction of freshly opened granite. To these difficulties the men must needs be daily exposed, and there is nothing for it therefore but to endure them and make the best of them with that fortitude which both officers and men have shown themselves so eminently to possess. This is the last effort that I can make to pay to their mettle, to record here my appreciation of the unflinching courage and personal sacrifice and self-sacrifice with which, though wasted and physically depressed by sickness, they have toiled on night and day, in the fall of their arduous task and I should hope that upon the completion of the work, the Colony would recognize these services as they deserve.

In connection with the tunnel there has also been another item of expense amounting to about £24,000, due to no modification of design nor in any way previously calculated upon. This unforeseen item is the cost of the necessary machinery to remove rock and heavier stones. The machine sent out from England with which the work was begun proved after a year's trial of insufficient ability to traverse the extremely unfavorable texture of granite met with. The progress made did not average more than twenty-eight feet of tunnel per week, and as day by day the headings advanced and the work increased, the power of the prime engines at the initial months of the work, a diminution was observed in the compressed air supplied, as to make it evident that before many months the motive power must fail. But the subsequent arrangements made and new machines imported now enable a steady progress of forty feet of tunnel to be made per week, and there is reason why this rate of speed should not be maintained until the completion of the work.

Thus boring by machinery is a branch of science that is only just now to have emerged from its rudimentary stage. It was with great difficulty that I was able to obtain any practical information at all on this class of work when I was in England three years ago, and the meagre statistics finally proffered were not so satisfactory as to relieve from doubt the question as to the best type of machine to be used, and its attendant cost in boring through different kinds of rock. I have, however, the type of pneumatic machine selected for Tytan was a wise selection, but the point on which experience was wanting at the moment—the whole subject being new to the profession—was whether the different sizes of this type of machine were fully up to their advertised capabilities. In practice it subsequently turned out that the smaller and less expensive machine selected was not strong enough to cope with the work, and that the larger size of machine since procured was exactly what was required.

With these remarks I now close this brief review of the history of the ups and downs of the original estimate of cost of the Tytan water-works which began with £23,000, and now stands at £216,500, prorated the whole scheme as far as it goes. It is difficult to say, provided it is carried up to the date in full height of one hundred and ten feet.

In connection with all estimates of works of any considerable magnitude, subject to alterations and fluctuations as difficulties present themselves, it is not possible to pin the engineer down to a definite and fixed sum. Preliminary estimates can be taken subject only to certain limits of deviation to allow for unforeseen contingencies. In engineering works this margin is usually fixed at ten per cent. of the final calculated cost and this is the test limit that should

## VESSELS ADVERTISED AS LOADING.

| DESTINATION                | VESSEL'S NAME     | CAPTAIN          | AT       | FOR FREIGHT APPLIED TO  | TO BE DESPATCHED        |
|----------------------------|-------------------|------------------|----------|-------------------------|-------------------------|
| LONDON VIA SUZ CANAL       | ANCONA (67)       | P. O. S. N. CO.  | Hongkong | BUTTERFIELD & SWINE     | ON 21st inst. at 4 P.M. |
| LONDON VIA SUZ CANAL       | Achilles (str.)   | Anderson         | Hongkong | Butterfield & Co.       | On 25th inst.           |
| LONDON VIA SUZ CANAL       | Ningchow (str.)   | G. L. Castle     | Hongkong | Jardine, Matheson & Co. | On or about 24th inst.  |
| LONDON VIA SUZ CANAL       | Patroclus (str.)  | Thompson         | Hongkong | Jardine, Matheson & Co. | On or about 27th inst.  |
| LONDON VIA SUZ CANAL       | Glenmackie (str.) | Gordon           | Hongkong | Clews & Co.             | Quick despatch.         |
| LONDON AND HAMBURG         | General Beetham   | General          | Hongkong | Arnold, Karberg & Co.   | Quick despatch.         |
| HAVRE, LONDON, &c.         | General           | Morne            | Hongkong | Arnold, Karberg & Co.   | Quick despatch.         |
| HAVRE, LONDON, &c.         | C. Crowley        | Hongkong         | Hongkong | Messengers Maritime     | On 1st Dec., at Noon.   |
| HAVRE, LONDON, &c.         | Gurkha            | Hongkong         | Hongkong | O. B. Debach            | On 30th inst., at Noon. |
| MARSEILLES VIA SAIGON, &c. | Amplitude (str.)  | S. M. C. Carlson | Hongkong | Fusani & Co.            | Quick despatch.         |
| MARSEILLES VIA SAIGON, &c. | C. Lazarich       | Freeman          | Hongkong | Fusani & Co.            | Quick despatch.         |
| MARSEILLES VIA SAIGON, &c. | C. H. Allyn       | Dodd             | Hongkong | Eassell & Co.           | On 21st inst. at 3 P.M. |
| MARSEILLES VIA SAIGON, &c. | Titan (str.)      | P. O. S. S. Co.  | Hongkong | Eassell & Co.           | On 2nd inst. at 4 P.M.  |
| MARSEILLES VIA SAIGON, &c. | Minott            | Hongkong         | Hongkong | Russell & Co.           | On 23rd inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Dark              | Hongkong         | Hongkong | Russell & Co.           | On 24th inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Kingfisher (str.) | P. C. Crowley    | Hongkong | Gib, Livingston & Co.   | On 25th inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 26th inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 27th inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 28th inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 29th inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 30th inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 31st inst. at 4 P.M. |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 1st Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 2nd Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 3rd Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 4th Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 5th Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 6th Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 7th Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 8th Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 9th Dec., at Noon.   |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 10th Dec., at Noon.  |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 11th Dec., at Noon.  |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 12th Dec., at Noon.  |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 13th Dec., at Noon.  |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 14th Dec., at Noon.  |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. & O. S. N. Co.       | On 15th Dec., at Noon.  |
| MARSEILLES VIA SAIGON, &c. | Deacon (str.)     | P. C. Crowley    | Hongkong | P. &amp                 |                         |

## COMMERCIAL INTELLIGENCE.

Friday, 20th November.

Opium.

Malwa (New) ... \$340 per pound, also of 3 lbs.  
Malwa (Old) ... \$350 per pound, also of 3 lbs.  
Malwa (Old) ... \$350 per pound, also of 3 lbs.  
Tinna (New) ... \$324 per chest.

Bones (New) ... 532.

Bones (Old) ... 525 nom.

EXCHANGE.

On LONDON.

Telegraphic Transfer ... 3/4d.

Bank Bills, on demand ... 3/4d.

Bank Bills, at 30 days' sight ... 3/5.

Bank Bills, at 4 months' sight ... 3/5.

Documents Bills, at 4 months' sight ... 3/5.

PARIS.

Bank Bills, on demand ... 4/3d.

Credits, at 4 months' sight ... 4/3d.

ON NEW YORK.

Bank Bills, on demand ... 3/3d.

Credits, 60 days' sight ... 8/4d.

ON SHANGHAI.

Bank, at sight ... 7/3d.

Private, 30 days' sight ... 7/4d.

SHARES.

Quotations are —

Hongkong and Shanghai Bank Shares—161

per cent. premium.

Union Insurance Society of Canton, Limited—

\$450 per share.

China Traders' Insurance Company's Shares—

500 per share.

North China Insurance—The 300 per share.

Yangtze Insurance Association—The 122 per share.

Chinese Insurance Company, Limited—\$170 per share.

On Tai Insurance Company, Limited—The 145 per share.

Canton Insurance Office, Limited—\$80 per share.

Hongkong Fire Insurance Company's Shares—

3370 per share.

China Fire Insurance Company's Shares—\$73 per share.

Hongkong and Whampoa Dock Company's Shares—58 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—50 per cent. discount.

Indo-Chinese Navigation Co.'s Shares—

5 per cent. discount.

China and Manchuria Steamship Company, Limited—

20 per cent. discount, nominal.

Dongas Steamship Company, Limited—\$43 per share.

Hongkong Gas Company's Shares—\$30 per share.

Hongkong Hotel Company's Shares—\$135 per share.

China Sugar Refining Company, Limited—\$32 per share.

China Sugar Refining Company (Debentures)—

1 per cent. premium nominal.

Luzon Sugar Refining Company, Limited—\$80 per share.

Hongkong Ice Company's Shares—\$185 per share.

Hongkong and China Bakery Company, Limited—

1 per cent. share.

Porak Tie Mining and Smelting Company—

\$30 per share.

Paijoum and Shengfu Tin Smelting Mining

Company, Limited—\$7 per share.

Salangor Tin Mining Company—\$13 per share.

Perak Sugar Cultivation Company—The 25 per share.

Hongkong Rice Manufacturing Company, Li-

mited—\$7 per share.

Hongkong and Mano Glass Manufacturing Co., Limited—Par, nominal.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—5 per cent. premium.

## HONGKONG TEMPERATURE.

(From Maria, Yau-tai &amp; Co's Register.)

November 1885.

7.

8.

9.

10.

11.

12.

13.

14.

15.

16.

17.

18.

19.

20.

21.

22.

23.

24.

25.

26.

27.

28.

29.

30.

31.

32.

33.

34.

35.

36.

37.

38.

39.

40.

41.

42.

43.

44.

45.

46.

47.

48.

49.

50.

51.

52.

53.

54.

55.

56.

57.

58.

59.

60.

61.

62.

63.

64.

65.

66.

67.

68.

69.

70.

71.

72.

73.

74.

75.

76.

77.

78.

79.

80.

81.

82.

83.

84.

85.

86.

87.

88.

89.

90.

91.

92.

93.

94.

95.

96.

97.

98.

99.

100.

101.

102.

103.

104.

105.

106.

107.

108.

109.

110.

111.

112.

113.

114.

115.

116.

117.

118.

119.

120.

121.

122.

123.

124.

125.

126.

127.

128.

129.

130.

131.

132.

133.

134.

135.

136.

137.

138.

139.

140.

141.

142.

143.

144.

145.

146.

147.

148.

149.

150.

151.

152.

153.

154.

155.

156.

157.

158.

159.

160.

161.

162.

163.

164.

165.

166.